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Hongkong, 4th September, 1905. [163]

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An Orchestra plays during Dinner on
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11.30 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.
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8.45 p.m. & 9.00 p.m., 9.45 to 11.15 p.m.,
every 15 hours.
SATURDAY.
Extra cars at 11.30 p.m. and 11.45 p.m.
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9.20 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
12.00 Noon to 1.00 p.m. ... Every 15 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.
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JOHN D. HUMPHREYS & SON,
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Hongkong, 18th July, 1906. 709

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MATERIALS,
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EXPERT MANIPULATION.**

All these conditions are obtained in Waters of our manufacture.

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ENGLISH EXPERTS manage our factories and our Waters are acknowledged by leading English Masters to be equal to those of their own manufacture.

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A. S. WATSON & CO.,
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ESTABLISHED A.D. 1841.

Hongkong, 22nd June, 1906.

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Only communications relating to the news columns should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only.
No anonymously signed communications that have already appeared in other papers will be inserted.
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HONGKONG OFFICE: 10A, DES VOGES ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JULY 3RD, 1906

We referred some days ago to the reports of hardship and worse said to be suffered by contract labourers on the Yunnan railway, particularly in the Nantai valley. We have since watched for confirmation or refutation; but so far nothing very satisfactory has appeared. Additional letters have appeared, reciting similar charges in the same obviously exaggerated tone; one in particular being almost mandarin, "picturing the helpless despair of these poor, ignorant sufferers, so ruthlessly handed over for a sacrifice," and so on. Equally unsatisfying is the only reply we have observed, in which a correspondent of the *Echo de Chine* seems quite to have overlooked the gravity of the allegations as presented. The general condemnation of the management is "unfortunately not without foundation"; there is nearly always some foundation for the wildest of statements: the tail of the comet always follows a nucleus. The writer in our French contemporary says the accounts of coolie sufferings were greatly exaggerated; we could easily detect as much in the accounts themselves. He says in effect that while wrong things were done in the beginning, they have not been repeated. As we have said, that is not enough, considering that charges of murder and downright swindling have been made against the railway people. So far as we can safely analyse the charges, they amount to these, that no proper accommodation was provided for the coolies; that provisions were inadequate and too dear; that wages were withheld; and that some of the coolies died, while others ran away. Apparently the

valley through which the Tongking-Yunnan railway is being carried is too malarious for living in at night; and domiciles on the neighbouring hills are necessary. Mr. Crofts, the missionary who advanced in plain terms the charges of murder and dishonesty, himself stated that the coolies were permitted to build themselves huts on the surrounding heights, out of materials that existed in plenty. Were they paid for that work? If they were, the railway company may be said to have erected the huts. Who else was to do it: the few foreign overseers or officials? It is not for us to defend the accused; positive statements should be forthcoming on this and similar points from the French authorities. If they choose to ignore such very serious accusations, judgment will naturally go by default; and nothing said of them can be counted too harsh. But in the meantime, we have no moral right to repeat such glibly made allegations without looking into them, for the vraisemblance and sincerity that they must contain in order to demand attention. This is what we did at the outset, with the result that we were obliged to express dissatisfaction with the evidence. We are scarcely any better off yet. The *Echo de Chine*'s contributor is described as one who had taken a part in the business, but who has no connection with the Yunnan company. Such a man would be entitled to be heard, but the most of his reply is in the nature of a flippant philippic. Still, we get from him these serious statements. Two "distinguished French travellers," whose accounts of encounters with numerous coolie corpses were taken as confirming the charges, are said by him to have remained only a few days in Mengtze, without crossing the Nantai valley at all. This, if uncontradicted, disposes of the picture of corpses floating down the Red River, and of three unburied bodies found in a half-hour's stroll. The same witness assures us that if, new to the country, the company at first made a mistake, it had "long ago got rid of its rapacious and inhuman assistants who were responsible for the facts reported," in which, it may be remembered, Italians suffered equally with Chinese. He asserts further that workmen and shopkeepers are voluntarily going to the Nantai valley from Foochow, Ningpo, and Canton, residing there, and preferring to be paid on a piecework basis. Hainan, Pakhoi, Longchou, etc., also contributed volunteer recruits, an "average minimum of a hundred workmen every day." If the account of the work done be correct, Mr. Crofts' wholesale denunciations must have been quite imaginary, the deceit, of course, being on the part of his beggar friends. As to the numerous deaths, we pointed out that Mr. Crofts admitted that many had worked nearly a whole year; and this witness mentions the case of a thousand Foochow men who passed the winter there, and returned home in May with less than six per cent. missing. The deserters who begged from Mr. Crofts had all, he says, received their bonus of ten dollars, and decided that was sufficient capital with which to leave for home, without doing a single day's work. We must join issue with him when he says the construction company will bring the undertaking to a successful conclusion, "and that is all that matters." That is very far from being the case; other things matter, and if half the malpractices alleged by the Rev. Mr. Crofts did actually take place, the very strong intervention of the Chinese Government, supported by others if necessary, should be forthcoming. That no official notice has so far been taken by either side may be regarded as to a certain extent discounting the charges. But now that the charges have taken such a definite and nasty tone, and the old pun revived in connection with the line, "*Chemin de fer c'est chemin de l'enfer*," they cannot with decency be longer ignored.

A very interesting story is repeated on page 5 of this issue.

There will be no more band performances on the New Parade ground until October.

Mr. Arthur Hamilton King has been appointed secretary to the Anglo-Japanese Bank (Limited).

We have received the initial number of the *Bassein News*, an English bi-weekly published in Burma.

The Chinese Commission to the United States, says a financial contemporary, has presented a unanimous report in favour of American mixed drinks.

The 343rd plague case was recorded yesterday. It was also the 790th fatality. The numbers for last week were 21 cases and 17 deaths. A Filipino and an Indian were among the victims. Three Chinese died of smallpox.

The Japanese authorities in Manchuria have opened 19 telegraph offices in Manchuria. Telegrams, however, must be written in Japanese.

Mr. Amos P. Wilder, American Consul, has received the following typhoon warning: "Manila Observatory, July 2nd, at 11 a.m. Typhoon East Bissayas, approaching Archipelago."

A proposal to amalgamate three railway companies in Tokyo, viz., the Tokyo Electric Car, Tokyo Street, and Tokyo Electric Railway Companies, is again mooted by their directors. There are indications that the scheme will be successfully carried out.

An electric light company, with a capital of 200,000 yen will be organised at Yinkow under joint ownership of Chinese and Japanese business men. The Tokyo Electric Light Company will supply the new concern with electric machinery.

The return of visitors to the City Hall Library and Museum for the week ending the 1st July, 1906, shows that of non-Chinese there were 294 to the Library and 88 to the Museum; and of Chinese 154 to the former and 278 to the latter. The Library was, therefore, used by 448 persons, and the Museum by 287.

This year alone between five and six million pounds' worth of motor-cars will be manufactured in Great Britain, says *Motoring Illustrated*. Yet during April we find that cars to the value of £210,000 were brought into the country. Unfortunately, British makers cannot keep pace with the demand, or we should be reaping a golden harvest owing to the strikes in Paris and Italy. But we are making giant strides, for all that.

A coolie employed in a merchant's shop at Queen's Road West has been in the habit, it appears, of carrying provisions and money to a beach at Stanley. While on this journey on Sunday he was held up by two armed men, who threatened to stab him if he did not hand over the money. Throwing down a basket he carried, he told them there was \$10 in it, which they found and took away.

In the *Daily Chronicle* we read how a young German went to a continuation school wearing a red tie as a badge of his Socialist convictions, and when the teachers ordered him to take it off and he refused, a policeman was summoned, and removed it by superior force. The young man has been indicted under a law of 1849 for wearing Republican colours, and warned by the judge not to do it again.

The Bishop of Winchester said at Bournemouth:—He did not believe that simple Bible teaching could be acceptable to Christian parents. There was no truth in the fact that they of the Church of England had ever turned their backs upon Bible teaching, for the Church of England knew that the Bible was the palladium both of the Church and nation. We think, says the *Westminster Gazette*, we know what the Bishop means, but this enthusiasm for the Bible and distrust of simple Bible teaching are not easy to reconcile to the average man.

The *Nanfanyuan* reports with respect to the opening of Antung and Tatung-k'ou to international commerce, that owing to the excessive prices asked by the Japanese owners for their land the original arrangements for the opening of the ports must be indefinitely postponed unless the Japanese can be induced to come to terms. It is further stated that the Japanese merchants secretly acquired nearly all the land outside the city walls suitable for the establishment of the foreign concessions, as soon as they know that the ports would be thrown open.

A bishop at an ordination ceremony in Virginia wore, according to custom, a red university hood at the back of his surplice. An old negro, after the proceedings, was, says *Harper's*, asked how he liked what he had seen and heard. "I was clean taken by de preachin' of de bishop," he answered, "an' at de same time I felt kinder sorry for him. He ain't got no wimmen do look after him, has he?" "Why, what do you mean, Sam?" "I noticed, sah, whenever de bishop turned round, dat de back of his coat was busted, an' de red undershirt was a-shinin' through."

A San Francisco message, dated June 19th, says:—The dock labourers' strike, which has now been in force for a week, has assumed serious proportions. A general strike was declared to-day throughout all trade unions in San Francisco, and now all business is at a standstill throughout the city. Unless the differences at issue are settled without delay, vessels in the harbour cannot be discharged or loaded. The general strike of all labourers was declared in sympathy with the dock labourers' strike, and the feeling is very bitter. The guards of Federal troops which still patrol the city, have been increased, and the sailing of vessels has been suspended.

The British Consul at Cebu gives particulars of the industrial activity of the German community at Tingtiao. A glass factory has been established at Poshan, on a branch line of the Tingtiao-Chinan-fu Railway, the machinery for which is to be exclusively of German manufacture. A sugar refinery is to be established at Tingtiao, which is expected to put an end to the monopoly hitherto enjoyed in Northern China by the two English refineries at Hongkong. Its daily output is estimated at 200 tons, requiring about 80,000 tons of raw sugar annually from the Dutch Indies and the Philippine Islands. A soap factory also has been opened, equipped with two boilers each of 2,000 litres (440 gallons), and a third of 6,000 litres (1,320 gallons), and with machinery, the greater part of which has been supplied by a Dresden firm.

Captain St. John George has been appointed to command the E. & A. Company's steamer *Empire*, while Captain P. T. Holmes is absent on holiday.

We understand that the marriage of Mr. H. C. Wilcox, formerly of Messrs. Turner & Co., of this Colony, with Miss Maud Howarth, daughter of Lieut.-Colonel Howarth, of Russell House, Walsley, near Birmingham, is arranged to take place on the 19th inst. at the Parish Church, Walsley.

Mr. Randall Cromer's universal Dums, for the birth of a millennium of peace promises to be the greatest congress of legislation ever held in London. Negotiations are still in progress, but these have advanced sufficiently to ensure the success of the project. At least twenty Parliaments will be represented, and the gathering will number not less than 500 representatives of every civilised nation.

The chief engineer of the Oriental and Occidental liner *Doric* is soon to retire, after forty years in the service. Chief Engineer Richardson of the *Coptic* will take his place on the arrival of the *Doric* at Yokohama. Chief Engineer Allen has been for 28 years in the service of the White Star and Occidental and Oriental Steamship Companies and for the past ten years has served on the *Doric*. For 35 years he has been a chief engineer.

A somewhat unusual operation in wreck-raising has been carried out in Kild Harbour. Some time since the torpedo-boat *Sigeb* sank in port after collision with another war vessel, and notwithstanding the known condition of the sunken boat, the authorities decided to have her brought to the surface. For this purpose two floating cranes of formidable dimensions were utilised, and the broken and twisted hull was fished up from the depths and swung through the air like a ball of merchandise to a lighter, on which it was laid. The boat was of steel, and it is proposed seriously to essay to turn the apparently inextricable mass to some use.

After nearly a half century of service, General Sir G. B. Wolsey has retired from the Army. Five years after his elder brother, the present Field Marshal Lord Wolsey, had joined the 80th Regiment he entered the 22nd Regiment as an ensign, but a month later transferred to the 84th Regiment, in which the greater part of his military career was spent. His first saw fighting in the Indian Mutiny. Becoming Major of his regiment (the York and Lancaster), he went through much active service during the second campaign in Afghanistan. From India he went to Egypt and held the post of A. A. G. during the brief campaign against Arabi Pasha and in the Nile expedition of 1884-5. He secured the K.C.B. for his services in commanding a Brigade in Burma, while in 1891 his good work in the Wanto campaign procured him the thanks of the Indian Government.

The *Manchester Daily Guardian* says:—The French claim of extra-territoriality for their Chinese converts, as well as for their missionaries, is inconsistent with China's sovereign rights. It creates in every centre of local government a rival foreign authority to that of the magistrate and is a standing provocation to anti-foreign riots. To expect the magistrate who has been thus publicly humiliated to protect his enemies from the mob is asking too much of Chinese human nature. The action of the French missionaries was condemned in Shanghai as inimical to European interests, and in this country it called forth a strong public protest from the Bishop of Durham. These facts are known in China as well as they are in England, and we cannot see what is to be gained by forcing China to publish statements which she does not believe, and which no one who reads them will believe either. The demand is particularly mean, since the magistrate whose action the Chinese Government is asked to blame committed suicide in consequence of the slight put upon him by the French missionaries.

OUTRAGE IN TONKIN.

M. Delbecq, engineer in the service of M. Marty's coal mines, was at Dong-Trion on 26th June attacked by pirates and seriously wounded. Madame Delbecq was uninjured.

A COURT EPISODE.

CLOTHES MAKE THE LAWYER.

During the hearing of a case in the Supreme Court yesterday there was an amusing incident which considerably enlivened the proceedings. Mr. Grist had made his opening statement for the plaintiff, and had sat down, while Mr. Hursthouse offered some remarks on behalf of the defendant. Suddenly, the Puisne Judge, who had been looking keenly at Mr. Grist, interrupted Mr. Hursthouse and addressing Mr. Grist informed him that he could not recognise him. Everybody knew that something was wrong. It could not be that his Honour's eyesight was failing! No, the fault, whatever it was, lay with Mr. Grist, as a glance at his face showed. He stammered out some remark, and left his seat. Mr. Hursthouse saying, "I'm sorry I can't lend you one." Then it appeared that Mr. Grist had been guilty of a breach of court etiquette. He was wearing a grey jacket under his robe instead of the regulation black one. Whether he borrowed the necessary sartorial effect from a legal friend in the vicinity, it would be difficult to say, but the business of the Court was suspended for only a few minutes—during which time there was a smile on most faces—and then he returned properly attired in a black jacket, and the hearing was continued.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

FATAL RAILWAY ACCIDENT.

PLYMOUTH TRAIN DERAILED.

LONDON, July 2nd.

The Plymouth train, carrying the steamer *New York's* passengers, has been derailed at Salisbury.

Twenty-eight people were killed, and twelve injured.

OBITUARY.

LONDON, July 2nd.

Sir Wilfrid Lawson, the Rt. Hon. Charles Owen O'Connor Don, and Sir Manuel Garcia, are dead.

(Sir Wilfrid Lawson was born at Brayton in 1829. He was created a baronet in 1881; was M.P. for Carlisle 1851-65, 1868-85; member for the Cockerham Division of Cumberland, 1886-1900; and member for the Camberne Division of Cornwall since 1903.)

(The Rt. Hon. C. O. O'Connor Don, P.C., LL.D., was born in 1838, and educated at St. University. He was K.M. Lieutenant and Custos Rotulorum of County Roscommon since 1888; was M.P. for Co. Roscommon 1860-80; passed Irish Industrial Schools Act 1868; Irish Sunday Closing Act 1879; was a member of the Penal Servitude Acts Commission, 1883; of the Factories and Workshops Commission, 1875; of the Registration of Deaths Commission, 1878; of the Land Law (Borough) Commission, 1881; of the Reformatories and Industrial Schools Commission, 1882; and chairman of the Financial Relations Commission, 1896.)

(Manuel Garcia was born at Madrid in 1805. He was a Professor of Singing, and the inventor of the laryngoscope; a Chevalier of the Order of Merit, and a correspondent of the University of Stockholm; he held the degree of M.D. from the University of Valencia, the Royal Order of Alfonso XII. of Spain, and the Great Gold Medal for Sciences (Germany). He was awarded an hon. C.V.O. in 1905.)

THE NATAL TROUBLE.

LONDON, July 2nd.

The rebels in Natal are multiplying.

UNHAPPY RUSSIA.

LONDON, July 2nd.

The disaffection in Russia is increasing.

REUTERS'S SERVICE.]

PHENOMENAL RAINFALL IN ENGLAND.

LONDON, June 30th.

There has been a phenomenal rainfall in the South-East of England: in the morning it was found that over two inches had fallen. In London the railways were flooded and the traffic blocked: the basements of the theatres and the newspaper houses were inundated, and had to be pumped out by the fire brigades.

EARTHQUAKE SHOCKS.

LONDON, June 30th.

Slight shocks of earthquake have been felt in Wales and Croydon.

RUSSIA.

LONDON, June 30th.

The Duma Commission, which has been enquiring into the Bielostok massacres, charges the police with having originated the affray, and accuses some Army officers, and the Chief of the Police, with encouraging the mob to pillage and massacre.

CRICKET SENSATION.

M.C.C. DEFINITELY DECLINE TO SEND A TEAM TO AUSTRALIA.

The M.C.C. has called to the Melbourne Club finally declining to send an English cricket team this year. The news, writes "Limesman," will cause no little surprise and dismay both in England and the Colonies. It is three years since Warner's team succeeded in winning back the ashes which have since been successfully defended in this country. That was the first tour under the auspices of the M.C.C. It would be deplorable if that also were the last. In their refusal to send a team the Marylebone Club remain staunch to principle. They require that the government of the game in Australia shall be equivalent to their own control here. The decision is the sequel to the squabble, news of which has appeared in our columns, since the return of the last Australian team which toured in England. Failing promise of a satisfactory adjustment of the national difficulties, the M.C.C. has taken a dignified course, but one which threatens the continuance of international cricket.

It is interesting to remember that of the last eleven test matches England has won seven, lost two, and drawn two. Trumper when he was in England last summer expressed the opinion that though Warner's men won the rubber on their merits, a future English team would not be likely to catch the Australians in such poor form again.

SUPREME COURT.

Monday, July 2nd.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUISNE JUDGE).

PARTNERS IN DISPUTE.

Cheong Ping-wai sued Lo Kwok-pan for \$27.17. Mr. E. J. Grist (of Messrs. Wilkinson and Grist) appeared for plaintiff, and Mr. Harsthouse (of the Crown Solicitor's office) appeared for defendant.

Mr. Grist said this was a claim for a balance of account settlement. He had made a demand for payment and received a reply that the amount had been paid on 25th July, 1905. There had been an admission at one time that the money was due, so that it was for the defendant to prove the alleged payment.

The Puisne Judge—Yes, the onus of proof of the payment rests on the defendant. Mr. Harsthouse stated that formerly the plaintiff and the defendant were partners and had several transactions together. Receipts were not given, but the book was clipped as the money was handed over. As a matter of fact the money was paid in the presence of witnesses.

Evidence was given for the defendant, and judgment was given for plaintiff with costs.

POLICE COURT.

Monday, July 2nd.

BEFORE MR. H. H. J. GOMPERTZ (FIRST POLICE MAGISTRATE).

A BAD-TEMPERED "BOY."

Mr. E. Robinson, of No. 6, "Mountain View," The Peak, charged her house-boy with assaulting her maid with disobeying lawful orders.

Complainant stated that before leaving for the city on Saturday morning she instructed the boy to do certain work. When she returned her maid found that he had not set about his task so she caught him by the queue and asked him why the work was not done. He picked up tin can and struck her across the mouth with it. Defendant was a good boy, and worked well but he probably refused to do what he was ordered on this occasion in a fit of temper.

Defendant stated that when he was tugged by the pigtail he grew dizzy, and the can flew and struck the complainant.

His Worship sentenced him to one month's imprisonment and six hours' stocks on the first charge and bound him over in the sum of \$10 on the second charge.

FOUGHT FOR WINE.

Even coolies were charged with behaving in a disorderly manner at East Point on Sunday. From the evidence it appeared that the coolies employed at the Wahneah Cotton Mills and the engaged at the Petroleum Works are not of the best of friends. When the coolies employed at the latter works are ill, the manager recuperates them with wine. Some of them were not in the best of health on Sunday, as it appears the panacea was provided. One coolie cotton happened to be present at the time, and wanted his share of the medicine. Because it was refused he departed, and shortly afterwards returned with six of his clan, evidently with the intention of taking the wine by force. The inevitable fight followed, but was stopped by a posse of police stationed in the vicinity by Inspector Gourelay, before serious damage was done.

His Worship fined the defendants \$2 each, and bound each over in the sum of \$100 to keep the peace for twelve months.

BEFORE MR. F. A. HAZELAND (SECOND POLICE MAGISTRATE).

A RE-HEARING.

His Worship granted a re-hearing in the case in which Yeung Kit, a train conductor, was recently sentenced by him to six months' imprisonment and six hours' stocks for stealing 90 tickets from the Electric Tramway Co. Inspector Gourelay prosecuted and Mr. C. F. Dixon (of Mr. John Hastings' office) appeared for the defendant.

Arthur Course, traffic superintendent of the Tramway Co., said that on June 16th he was preparing to send out the midday cars. Conductor 27 told witness in the presence of defendant that he was short 100 tickets. Witness reported the loss to the ticket clerk, and he said that the box in which the tickets were had been examined that morning. Witness called an interpreter and instructed him to tell the conductors that the cars would not leave the shed until the missing tickets were forthcoming. Conductor 28 said he took a box earlier in the day, and finding 100 tickets short spoke to the defendant, who told him not to mind, but to use another box. Defendant was then asked to produce his box for inspection, and in it the missing tickets were found. The extra tickets were not mentioned on his way bill.

Cross-examined—Witness did not remember the numbers of the tickets found in defendant's box, and subsequently in his bag. The conductors first sign a paper indicating the number of the box they intend taking; they then examine the tickets enclosed in the box with the way bill, after which each man takes possession of his box and waits until he is told off to a car. Sometimes, when the conductors find their boxes all right, they transfer some of the tickets to their satchels. If a man found the contents of his box did not tally with his way bill he should report it to witness. Witness did not get a report from a conductor last week that his box was 20 tickets short.

Further evidence was heard and the case adjourned.

When a man gets into trouble the first thing he thinks of is: "How shall I get out of this?" When a woman gets into trouble the first thing she thinks of is: "How shall I best bear that misery?"

PARIS.

[FROM OUR CORRESPONDENT.]

THE NEW CHAMBER.

When the new French Chamber of Deputies meets on the first of next month (which strange to say happens to fall on a Friday) it will be composed of 131 laymen, 120 large landowners, 46 doctors, 40 journalists and men of letters, 9 chemists, 2 horse doctors, 2 painters, and 2 priests. France is more Republican than ever; such is what the last of the elections for the present Parliament have confirmed. However, the French may be of novelty, they are certainly not anxious for a second Revolution. Every sensible Frenchman feels perfectly convinced by this time that prosperity and well-being depend on peace, not war. He has seen a Republican form of government a fair trial, and he has come to the just conclusion that the kind of administration is not more full of imperfections than others. And so, least a worse thing befall him, he is not going in for any more experiments with the fixed and stilled institutions of the country which make for law and order. What is more, Frenchmen know that they can only have if they show themselves worthy of the confidence of their neighbors. All the beautiful promises of the Nationalists have had no effect upon the masses; the day is passed, and Paris refused to have anything more to do with them. While they asked continually of war with Germany to recover the lost provinces, and were always looking for a pretext to quarrel with England, the country was everlastingly in a state of unrest. It is precisely the reason why they have been kicked out, and ignored at the late elections. Total of actually elected members is 433, the major of second ballots 155; the result from 50 or two of the distant colonies is still unknown. Classified by parties, the elected members are, 145 Radicals and Socialists, 55 Republicans Left, 33 United Socialists, 11 Independent Socialists, 56 Progressives, and 113 members of the right, including Nationalists, Liberals of Union, Royalists, and Bonapartists. Colonel Marchand, the hero of Fachoda, was defeated with surprising few. He attached himself to the importance of himself from the first, and considered himself an "idol" still.

A HEALTHY CITY.

It is most gratifying to note that, thanks to an intelligent understanding and application of the laws of hygiene, Paris shows one year a decreasing death-rate. Dr. A. Martinelli attributes this amelioration to the adoption by the Municipal Council of radical measures for the protection of the public health, including the isolation of infectious cases, and the adoption of a perfect system of disinfection. In 1894, the rate of mortality was 22.3 per thousand inhabitants; last year it was 17.4 per thousand, and that in spite of the increase of the population. Dr. Martinelli further assured the Academy of Medicine that epidemic diseases are less frequent and cause fewer deaths; but, the other hand, there is an increase in the number of cases of cirrhosis of the liver, of alcoholism. "Paris," he concludes, "has become more and more healthy, and benefits me and more every day by the progress made in safeguarding and protecting the public health. This satisfactory condition of things ought to be very gratifying to those who have at heart the welfare and prosperity of the city."

RELUCTANT TO APOLOGIZE.

The case of Madame Angely, the respectable Frenchwoman whom the London police arrested a little while ago, continues to create some excitement here. If such an occurrence had happened in the French capital—and it has happened unfortunately more than once—English people would not have been greatly surprised. The number of women in Paris on the streets is so considerable that it is inevitable the police should make a mistake now and then. Whenever a respectable woman of any nationality is through negligence on the part of the police treated with disrespect or brutality the Press as well as the public very soon set the matter right, while the chief of the department at fault has to make the amende honorable very promptly. The high opinion which the French have of the London police make the present case all the more regrettable. To the Parisian London policeman represents the acme of wisdom and dignity, so that it is quite beyond the comprehension how he could treat a defenceless woman with disrespect. The recent Scottish Yard makes a graceful apology to Madame Angely the better for everybody concerned, since everything points to a serious mistake having been committed.

SOCIAL FRIVOLITY.

Where would Society be without its innumerable fads? To dine a la Wagner, in other words in the dark, constitutes the very latest whim of well-to-do and eccentric Parisians. Dinner begins as usual, but suddenly, to the great surprise of the guests, the lights go out, and all is left in darkness. Before the guests have recovered from their astonishment to dining-room doors open, and shadowy forms, steel in, bearing a blazing mass of light. It is the next course illuminated. Silently figures come to your side, and in a few moments on everyone's plate is, say, your fish, and delicately shaded light by which to eat it, but otherwise the room remains in complete darkness.

OCCUPATIONS.

The actual, or customs system, is about to suppress this time in reality. This will mean a loss to Paris of 4½ millions of francs a year. How is this sum to be raised otherwise? The schemes are actually before the Municipal Council, both of them marked by features which to an English mind seem fantastic, but which appear likely to receive serious discussion. The curious feature of one project is a proposed tax on house removals. The other contemplates neither more nor less than a "hut tax"—from which not the poorest hovel in Paris would escape.

THE SHORTAGE OF COTTON.

GERMAN CONTRIBUTIONS.

Our Hamburg correspondent writes on May 29th:—In spite of the monster crop in the United States last season and the probability of one of eleven million bales or over this year, the supply of cotton has not been much in excess of the requirements of the world, in fact might not have sufficed if the mills in Russia, which, owing to the political disturbances in that country were condemned to long spells of idleness, had taken their full share. Under the influence of the heavy crop movement eighteen months ago, prices dropped to a very low level, millling American being quoted about 3½d per pound in Liverpool, but they rose again some 40 per cent. in the course of the year until middling touched 6½d in December last. Then a decline of about a penny per pound followed; it was, however, of short duration, and the price of middling has now for some time fluctuated between 6d and 6½d, whilst the higher grades and more especially staple cotton are as dear as in December and not at all plentiful. It is generally admitted that, if consumption continues at its present rate, and there is no reason to assume that it will not, particularly if the spinning trade in Russia and Poland is once more in a position to produce a "full time," a crop of from twelve to thirteen million bales will be wanted next season. It is thought by many that the demand has already overtaken the supply and that production in the United States can no longer keep pace with the growing consumption of the article. The great difficulty, in their opinion, is the scarcity of labour in America, as employment in the rapidly increasing number of industrial establishments in the South proves more attractive to the negro than work in the cotton fields. The deficiency will therefore have to be made up from other sources and for some time now, as your readers are aware, societies founded for the purpose in England, Germany, France and elsewhere, have been busily engaged in promoting the cultivation of cotton in the colonies and dependencies of their respective countries. Progress of course is slow and it may be many years before supplies from those parts, East India and Egypt excepted, become sufficiently important to influence the course of prices and to put a check on American manipulations. Still the scheme deserves every encouragement and all interested in the article will follow the development of the new cotton districts with interest. The "Kolonialisches Komitee" (Colonial Committee) in Berlin have just issued their annual report for last season, from which I take the following:—"The cultivation of cotton here is entirely in the hands of the natives under the supervision of several white inspectors, a coloured farmer from the United States being at the head of the cotton-growing school at Nausha. Although the season under review was not altogether favourable, on account of a prolonged period of drought, the crop exceeded that of the previous year, and 257,000 lbs of the value of, say, M. 150,000 were shipped to Europe, where they fetched on an average about 3 pence or 3-8d, per lb above the price of middling Americans. Every attention is being paid to the improvement of the quality of the growth and the cleaning and preparation of the seed cotton; hand-gins and one or two steam-gins have been set up in central places. More ground is being planted with cotton every year and the natives are now receiving instruction in the use of the plough."

German East Africa. The rising of the natives in the early part of the season caused some delay in the picking and ginning of the crop; so far 750 bales have been forwarded to Hamburg, where they found a ready market, the top lot of a few bales being sold at about 9d per lb. This shows that the quality of the cotton is gradually improving. The Committee, guided by past experience, have decided to confine their labours for the present to centres specially adapted for the cultivation of the article where the necessary plant for ginning, etc., will be erected, and to push on steadily fan-like in all directions as the soil may prove suitable. Amongst the districts along the coast in the north Sandak seems to offer the best chances; the plains to the north of Mombasa look promising if a proper system of irrigation can be provided, which should present no difficulty, as the rivers Pangani, Mikomasi and numerous other mountain streams afford an ample supply of water. In the district of Nura cotton growing is increasing in a satisfactory manner that the planters have asked for steam-gins to be sent out. The neighbourhood of Mochoro, Kilwa and Lindi in the south, with regular rainy seasons, seem particularly adapted for the production of the article, and every facility is being offered for the extension of its cultivation where the soil is considered suitable. Munira on Lake Victoria has yielded fair results, and a special emissary has been sent by the Committee for the purpose of settling up the necessary plant for the cleaning of seed cotton and of studying the nature of the country bordering on the lake and the labour question. It is intended to engage as instructors farmers from Egypt.

The steam-gins in Tanga, Bagamoyo and Kilwa are being worked by the German East African Company, whilst those at Darassani, Samani and Morogoro are still in charge of the Committee's employes. Ploughs have been introduced in these parts too, but the results in the coast districts have so far not been satisfactory, owing to the mortality amongst the draft animals in consequence of the climatic conditions; further efforts in that direction may therefore have to be restricted to places in the interior, where cattle and mules are known to thrive.

In the Cameroons experiments are also about to be made, the Government having ordered 30 ewes of seed from Togo, which will be distributed amongst the natives. No opinion as to the result can, however, be expressed until the cotton grown shall have been tested by the trade at home; the country, however, beyond the belt of virgin forest and oil-palm districts appears eminently suited for the cultivation of the article, and the Duala-Mangoch railway which is now planned will no doubt assist materially in developing it.

New Guinea.—Although so far the attempts to grow cotton have not proved satisfactory, as the plants have suffered from various diseases, notably from rust, the efforts are not being relinquished. South-West Africa.—Cotton is grown here and there by the natives, but circumstances have not as yet permitted the Committee to take up the matter systematically; they hope, however, that the completion of the Olavi railway, by affording the necessary means of transport, may eventually lead to an extensive cultivation of cotton. Experiments on a small scale are about to take place in the neighbourhood of Otavi, 1,000 miles of seed being now on their way from Togo to Swakomund.

Railways and other means of communication, such as roads and rivers made navigable, are the postulates of successful cotton growing in Africa, in fact of the opening out of the country altogether, and the migratory spirit in which the matter is dealt with by the Reichstag—witness the recent refusal to sanction the construction of the Kabab-Kostmanshoop railway—is therefore much to be regretted.

NEW ISSUES.

The directors of Bruce Peebles and Co. (Limited) announce an issue of 8,000 Ordinary shares of £5 each at par, being the balance of £150,000 authorized. The company was formed in 1903; since then the business has grown rapidly and further working capital has become desirable for which purpose the proceeds of the present issue will be applied. The trading profit after providing depreciation has risen from £18,888 in 1903 to £22,916 in 1905. The shares may be considered a fair investment of their class.

The Borneo Rubber and Trading Company (Limited) has a capital of £130,000 in 41 shares, of which 26,000 shares are to be allotted to the vendors in part payment of the purchase price, 10,000 are held in reserve for future issue, and the balance, viz. 94,000 shares, are now offered for subscription at par; of these shares 75,000 have been underwritten. The company has been formed more particularly (a) to acquire the whole of the share capital of the "Handel Industrie Maatschappij" Wilhelmina (a private limited company), and all its assets—with the exception of the mining plant at Mengkaloe—the share capital of which company consists of 100 shares of 1,000 florins each, and (b) to acquire the business of the "Handel Industrie Maatschappij" Wilhelmina, a private limited company, and all its assets—with the exception of the mining plant at Mengkaloe—the share capital of which company consists of 100 shares of 1,000 florins each, and (b) to acquire the business of the "Handel Industrie Maatschappij" Wilhelmina, a private limited company, and all its assets—with the exception of the mining plant at Mengkaloe—the share capital of which company consists of 100 shares of 1,000 florins each, and (b) to acquire the business of the "Handel Industrie Maatschappij" Wilhelmina, a private limited company, and all its assets—with the exception of 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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, and all other business matters, should be addressed to the Manager, The Hongkong Daily Press, 11, Queen's Road Central, Hongkong.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until discontinued.

NEW ADVERTISEMENTS.

PLATE GLASS
INSURED against Breakage from any cause whatsoever (except fire and explosion) by the
COMMERCIAL UNION ASSURANCE COMPANY, LIMITED.
Hongkong 3rd July, 1906. [1354]

KUNGCOW DISTRICT.
LOCAL NOTICE TO MARINERS.

CAPE CAMI LIGHTHOUSE: CHANGE IN COLOUR OF TOWER.

NOTICE IS HEREBY GIVEN that on the 1st August, the Colour of CAPE CAMI LIGHT TOWER will be changed from White to WHITE and BLACK Horizontal Bands.

J. S. ENRIGHT,
Acting Harbour Master.

Approved:—
GRAS. KLEINE,
Assistant-in-Charge.
Custom House
Kungchow, 28th June, 1906. [1355]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAIMUN."
Captain A. J. Robson, will be despatched for the above Port TO-MORROW, the 4th inst. at Noon.

For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.
Hongkong, 3rd July, 1906. [1356]

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KORE AND YOKOHAMA.

THE Company's Steamship

"ARMAND BEHIC."
Captain Barillon, will be despatched for the above Ports on or about MONDAY, 9th inst. For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.
Hongkong, 3rd July, 1906. [1357]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KORE AND SHANGHAI.

THE Company's Steamship

"NIPPON."

having arrived, Consignees of Cargo are hereby informed that Cargo will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whose delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Underwriter before Noon on the 7th July, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 7th July will be subject to the risk of the Underwriter.

Bills of Lading will be countersigned by
SANDER, WIELER & Co.,
Agents.
Hongkong, 1st July, 1906. [1358]

OCEAN STEAMSHIP COMPANY, LIMITED.

AND

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"ORSTES."

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on or after the 2nd July.

Optional Cargo will be landed unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 a.m. on the 9th July.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 9th July will be subject to rent.

All Claims against the Steamer must be presented to the underwriter on or before the 12th July, or they will not be recognized.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 2nd July, 1906. [1359]

From HAMBURG, ANTWERP, PENANG AND SINGAPORE.

THE HALL Steamship

"ALEZIA."
Captain Luning, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersigning by the Underwriter, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY. Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th July will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th July, at 3 p.m.

No Fire Insurance has been effected.
HAMBURG-AMERICA LINE,
Hongkong Office.
Hongkong, 2nd July, 1906. [1360]

NEW ADVERTISEMENT

NORDDEUTSCHER LLOYD BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND."
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Tobacco and Valuables, are being landed at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whose delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 p.m. Today.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th July will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Monday, the 9th July, at 9.30 a.m.

All Claims must reach us before the 14th July, or they will not be recognized.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by the Underwriter.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.
Hongkong, 2nd July, 1906. [1361]

INTIMATIONS.

RUBBER EXHIBITION.

TO BE HELD AT THE

ROYAL BOTANIC GARDENS,
PERADENIA, CEYLON.

Under the authority of the Ceylon Government, from 12th to 27th SEPTEMBER, 1906.

EXHIBITS OF RUBBER, in all forms:

RUBBER MACHINERY, TAPPING,

COLLECTING, TREATING, AND

STORING APPARATUS.

GOLD MEDALS, Diplomas, and Prizes will be awarded.

Power for Machinery to be erected in the Exhibition Grounds will be provided.

Free Railway Transport in Ceylon, and exemption from Import Duties for all Machinery to be exhibited.

Entries of Machinery Close on July 31st. All entries to be sent to:

E. B. DENHAM, C.E.A.,
Secretary to the Rubber Exhibition Committee,
THE SECRETARIAT,
COLOMBO, CEYLON.

Telegraphic address—

"EXHIBITION COLOMBO,"

to whom application should be made for Catalogues and any further information.

Hongkong, 3rd July, 1906. [1362]

NAVY CONTRACT.

TENDERS are invited for the SUPPLY of

LABOUR AND JUNKS in connection with the Coaling of H.M. Fleet, etc., at Hongkong for a period of 12 months from the 1st August, 1906.

Forms of Tender can be obtained on application to the Naval Stores Officer (H.M. Naval Yard, Hongkong), and should be returned not later than Noon on 18th July, 1906.

Hongkong, 2nd July, 1906. [1363]

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an

EXTRAORDINARY GENERAL MEETING of the above named Company will be held at the registered Office of the Company, ALEXANDRA BUILDINGS, 11, ALEXANDRA ROAD, CENTRAL, HONGKONG, on SATURDAY, the 14th day of July, 1906, at 12 o'clock NOON, for the purpose of passing the following Resolutions pursuant to the Order dated the 28th day of March, 1906, made by the Supreme Court of Hongkong in its Original Jurisdiction in Action No. 371 of 1905:

1. That the Special Resolution being the Fourth in Number passed and confirmed at Extraordinary General Meetings of this Company held on the 3rd and 20th June, 1905, respectively together with all Agreements entered into thereunder and particularly the Agreement in writing bearing date the 18th day of October, 1905, made between this Company and its Liquidators (JOHN HUMPHREYS & SON, of the one part and the PEAK TRAMWAYS COMPANY, LIMITED, of the other part) be and the same are hereby rescinded.

2. That the Draft Agreement submitted to this Meeting and expressed to be made between this Company and its Liquidators of the one part and the "PEAK TRAMWAYS CO., LTD." of the other part be and the same is hereby approved and that the said Liquidators and that they are hereby authorized pursuant to Sections 201 and 202 of the Companies Ordinance 1865 to enter into an Agreement with the said "PEAK TRAMWAYS CO., LTD." in the terms of the said Draft and to carry the same into effect with such (if any) modification as they may think expedient.

Should the above Resolutions be passed by the requisite majority they will be submitted for confirmation as Special Resolutions to a Second Extraordinary General Meeting which will be subsequently convened.

Dated 2nd July, 1906.

JOHN D. HUMPHREYS & SON,
General Managers.

NOTICE OF DISSOLUTION OF PARTNERSHIP.

IN the year 114 of the Simmei Era, corresponding to the year 1894, the Firm of HONG KONG YEE entered into a Partnership with the CHOP GUAN YU and others for the purpose of establishing the Hongkong Firm of KIM HONG YU.

On the 1st day of June, 1906, the share and interest of the Firm of HONG YEE in the said Hongkong Firm of KIM HONG YU was sold and transferred to CHOP GUAN YU and others, and having admitted HUA HENG THYE as a Partner in the business of KIM HONG YU, the firm is now CHANGED into "KIM HONG YU THAI KEK."

NOTICE IS HEREBY GIVEN to all whom it may concern that the Firm of HONG YEE is no longer a partner in the said Hongkong Firm of KIM HONG YU or "Kim Hong Yui Thai Kek."

TILLER & GIBBINS,
Solicitors to NAI NING,
Owner of Chop Hong Lee,
Bangkok, 11th day of June, 1906. [1364]

AUCTIONS

PUBLIC AUCTION.

By Order of THE MORTGAGEE.

M. R. GEORGE P. LAMBERT has received instructions to sell by Public Auction,

On WEDNESDAY, the 11th July, 1906, at 3 p.m., at his SALES Rooms, Duddell Street, the following:

VALUABLE LEASEHOLD PROPERTY, Consisting of—

All those two equal undivided fourth parts or shares of and in that piece or parcel of ground, situate at Yumati in the Dependencies of Kowloon in the Colony of Hongkong, being the Land Office Section 5 of registered in the Land Office as Section 5 of Kowloon Island Lot No. 1,011, together with the Messuage or tenement and other erections and buildings thereon, known as No. 10, KENNEDY STREET, Yumati. And also a Mortgage Dated 21st October, 1901, on the remaining undivided moiety of the said Section 5 of Kowloon Island Lot No. 1,011, for the sum of \$2,700 and interest thereon at the rate of 6 per cent. per annum. The premises are held for the residue of the term of 75 years created therein by a Crown Lease dated the 24th day of July, 1900, of the said Kowloon Island Lot No. 1,011, subject to the payment of the annual Crown Rent of \$7, being a proportion of the rent so far as it relates to the premises, and also to the performance of the covenants and conditions in the said Crown Lease reserved and contained. Area, 1,147 square feet.

Particulars and Conditions of Sale may be obtained from

Mr. OTTO KONG SING,
Solicitor for the Mortgagee,
17, Queen's Road Central,
or from

Mr. GEO. P. LAMBERT,
Auctioneer.

Hongkong, 28th June, 1906. [1325]

CURTIS BROS. 5 CASES GAMING MACHINERY, ASSURED HONGKONG PER S.S. "ESANG," FROM CHEFOO, 21st JULY, 1906, CONSIGNED TO MESSRS. E. H. MURRAY & Co.

NOTICE IS HEREBY GIVEN that the above Cargo, at present lying Unclaimed in the Godowns of the Underwriter, will be sold by PUBLIC AUCTION by Messrs. HUGHES & HOUGH, at their Auction Rooms in Lee House Street, at 11 a.m. on FRIDAY, 13th July, 1906, unless the same are previously taken delivery of by Consignees, and the charges incurred paid.

JARDINE, MATHESON & Co.,
General Managers, Indo-China S.N. Co., Ltd.
Hongkong, 30th June, 1906. [1337]

NOTICES OF FIRMS

NOTICE.

WE have This Day authorized Mr. HANS A. SIEBS to Sign our Firm per Procuration.

SIEMSEN & CO.,
Hongkong, 1st July, 1906. [1341]

NOTICE.

THE interest and responsibility of Mr. VICTOR H. DEACON in our Firm ceased on the 31st December last.

DEACON, LOCKER & DEACON,
Hongkong, 2nd July, 1906. [1342]

NOTICE.

THE HONGKONG & CHINA GAS Co. box to Notify the public that—

(a) NO SUBSIDIARY CHINESE OR JAPANESE COINS can be accepted in payment of Accounts due to the Company, and

(b) HONGKONG COINS can only be accepted in amounts of \$2 or under.

GEORGE CURRY,
Local Secretary.
Hongkong, 27th June, 1906. [1317]

TO LET

TO LET.

SEYMOUR ROAD LOWER, No. 31.

PRAYA EAST, No. 91, Top Floor (Godown).

Apply to—
SAM WANG CO., LD.,
31, Queen's Road Central.
Hongkong, 6th February, 1906. [366]

TO LET.

ONE OFFICE ROOM on second floor PRINCE'S BUILDINGS.

Apply to—
REUTER, BROCKELMANN & Co.,
Hongkong, 2nd July, 1906. [1343]

TO LET.

N. O. 2, MACDONNELL ROAD.

Apply to—
COMPTON'S DEPARTMENT,
Nippon Yusen Kaisha.
Hongkong, 3rd June, 1906. [80]

TO LET.

OFFICES in King's Building and York GODOWNS in PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Conduit Road.

A HOUSE in TUPON TERRACE, PLATS in MOULTON TERRACE.

"HAYTOR"—The PEAK. Immediate possession.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st March, 1906. [1524]

TO LET.

ONE ROOM, on the Third-floor of QUEEN'S BUILDING, Chater Road West.

Apply to—
H. N. MODY.
Hongkong, 2nd June, 1906. [1291]

TO LET.

GODOWN, No. 3, NEW PRAYA, Kennedy Town.

Apply to—
HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 28th June, 1906. [78]

TO LET.

A COMMODIOUS SIX-ROOMED HOUSE, Conduit Road, Immediate possession.

Apply to—
"C."
No. 9, Bellis Terrace.
Hongkong, 17th May, 1906. [1061]

TO LET

TO BE LET OR SOLD.

With Immediate Possession—in Wanchai Road.

GODOWN, Built of Brick with Tiled Roof, just thoroughly repaired, about 4,000 square foot space, concrete flooring. Suitable for storage of any kind of merchandise.

Apply to—
Care of "Daily Press" Office.
Hongkong, 30th May, 1906. [1177]

TO LET.

"BROOKHURST" PEAK, Newly Painted and Colour-washed, with use of Tennis Court, contains 6 Rooms. Splendid site and well suited for a Bachelor's Mess.

2nd FLOOR in Central position, containing Four Large Rooms, Anti-room and Lavatory, with use of Electric Lift.

ONE SHOP at BEACONSFIELD ARCADE.

HOUSES on the ROBINSON ROAD Level, Cheap Rentals.

Apply to—
Linstead & Davis,
3rd Floor, Alexandra Buildings.
Hongkong, 1st June, 1906. [1183]

HONGKONG CLUB.

TO LET.

TWO ROOMS on the Ground floor of the Annex, from date: suitable for Offices. Anyone disposed to offer for the same please apply to—

C. H. GRACE,
Secretary.
Hongkong, 28th May, 1906. [1156]

TO LET.

HOUSES in AUSTIN AVENUE and SALISBURY AVENUE, Kowloon.

No. 5, GRANVILLE AVENUE, Kowloon.

Apply to—
HUMPHREYS ESTATE & FINANCE CO., LD.,
Agents.
Hongkong, 4th April, 1906. [399]

TO LET.

THREE LARGE GODOWNS, in the Praya East. Formerly in the occupation of the Mitsui Bussan Kaisha.

Apply to—
H. N. MODY,
Victoria Buildings.
Hongkong, 10th May, 1906. [1051]

TO LET.

SEVEN EUROPEAN HOUSES, late P. Blackhead & Co. and Shewan, Tomes & Co.'s Offices. Ground Floors and Top Floor, with Godowns can be let separately or leaves.

Apply to—
CHUNG SHUN KOO,
First Floor, No. 10, Queen's Road Central,
Hongkong, 14th July, 1906. [81]

TO LET.

NO. 16, HOLLYWOOD ROAD, and NO. 2, OLD BAILEY.

Apply to—
ARRATTON V. APCAR & CO.,
45, Wyndham Street.
Hongkong, 27th April, 1906. [971]

TO LET.

NO. 15, KNUTSFORD TERRACE KOWLOON.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 2nd December, 1905. [77]

TO LET.

IN HOTEL MANSTONS, a suite of Three Large Offices on corner overlooking Des Voeux Road; cozier quarters and all modern conveniences. Telephone and Electric Light fittings installed. Apply—
REUTER, BROCKELMANN & Co.,
Princes Buildings.
Hongkong, 20th March, 1906. [678]

TO LET.

TWO GODOWNS, at East Point, close to the Water, suitable for the Storage of any Cargo.

Floor Area, 6,100 square feet each.

Apply to—
JARDINE, MATHESON & Co.,
Hongkong, 20th January, 1906. [256]

OFFICE TO LET

IN ALEXANDRA BUILDINGS.

Apply to—
A. S. WATSON & Co., Ltd.,
Alexandra Buildings.
Hongkong, 23rd April, 1906. [846]

TO LET

(POSSESSION FROM 1st JULY, 1906).

NO. 13, CAGE STREET, 8-Roomed House, with a Godown.

Apply to—
E. A. & C. F. DE CARVALHO,
14, Arbutnot Road.
Hongkong, 18th June, 1906. [1270]

TO LET.

NO. 3, "FAIRVIEW," ROBINSON ROAD, Kowloon.

"ROSENEATH," GARDEN ROAD, Kowloon, from 1st July.

2nd FLOOR No. 12, Queen's Road Central.

Apply to—
LEIGH & ORANGE,
1, Des Voeux Road.
Hongkong, 1st June, 1906. [501]

TO LET.

"NEW KINGSCLORE," with Stables. Entrances in both Kennedy and Macdonnell Roads.

Owners will, if required, convert the Main Building into a Boarding House, with large Drawing and Dining Room—Accommodation for 37 Bedrooms. CHEAP RENTAL.

NOTICES TO CONSIGNEES
NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"DEVANHA"
FROM BOMBAY, COLOMBO AND
STRAITS.
Consignees of Cargo by the above-named
vessel are hereby informed that their goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's (Godowns at Kowloon) where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
goods are landed.
This vessel brings on cargo—
From London, A.C. ex s.s. Modan.
From Persian Gulf, ex B. I. S. N. &
B. & P. S. N. Co.'s Steamers.
Optional goods will be landed here unless
instructions are given to the contrary before
4 hours.
Goods not cleared by the 5th July, at 4 P.M.,
will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.
Damaged packages must be left in the Go-
downs for examination by the Consignee's and
the Company's representative at an appraiser's
hour. All claims must be presented within 48
days of the steamer's arrival here, after which
date they cannot be recognised. No claim
will be submitted after the goods have left the
Godowns.
E. A. HEWITT,
Superintendent.
Hongkong, 29th June, 1906.

S.S. "TOKIN."
COMPAGNIE DES MESSAGERIES
MARITIMES.
NOTICE.

CONSIGNEES of Cargo from London ex
s.s. "Tokin," in connection with above Steamer
are hereby informed that their Goods, with the
exception of Opium, Treasure and Valuables, are
being landed and stored at their risk into the
Godowns and/or extra warehouses Godowns of
the Hongkong and Kowloon Wharf and Godown
Company, Ltd., at Kowloon, where delivery
may be obtained immediately after landing.
Optional Cargo will be forwarded on sale
information is received from the Consignee
before 2 P.M. To-day, requesting it to be landed
here.
Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed
after Wednesday, the 4th July, at Noon, will
be subject to rent and landing charges.
All claims must be sent in to me on or before
4th July, or they will not be recognised.
All damaged packages will be examined on
Wednesday, the 4th July, at 3 P.M.
No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.
Hongkong, 29th June, 1906.

BOSTON TOW BOAT COMPANY.
NOTICE TO CONSIGNEES.

STEAMSHIP "LYRA"
FROM SEATTLE, YOKOHAMA, KOBE
AND MANILA.
The above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for countersigning
and to take immediate delivery of their Goods
from the Godowns.
Cargo impeding the discharge of the vessel
will be loaded and stored at Consignee's risk
and expense.
No Fire Insurance will be effected by us in
any case whatever.

DODWELL & Co., Ltd.

Agents.
Hongkong, 29th June, 1906.

HONGKONG-MACAO LINE.

S.S. "WING CHAI"
Captain T. Antin, R.N.R.
The Steamer departs from Hongkong
daily (Sundays included), at 7.30 A.M.,
and from Macao at 2.30 P.M.
Fares—(Week days) 1st Class (including cabin
and servant), Single 83, Return Ticket 163.
2nd Class 51, 3rd Class 30 cents.
Every Sunday will be an EXCURSION
(the time of departure being in future the
same as on other days) at the following rates:
SUNDAYS ONLY:
1st Class, Single... 10.00
With Cabin... 22.00
1st Class, Return... 22.00
With Cabin... 33.00
2nd Class, Single... 6.00
Return... 10.00
Storage 20 cents each trip.
Meals can be supplied on board, at \$1 per
meal.
First Class Passengers who do not care to
return on the Excursion Sunday will be allowed
to do so the following day (Monday) on produc-
tion of the Return Ticket. Should the
Steamer not run on the Monday, owing to the
bad weather, due notice will be given by the
Captain, and the Half ticket will be available
for the following day.
The Steamer is lit throughout by Electricity.
The Steamer's Wharf at Hongkong is at the
Western end of Wing Lok Street.
MING ON & CO.
2nd Floor, 10, Victoria Street.
Hongkong, 29th June 1906.

HONGKONG
ESS DIRECTORY.

CHAMBER OF COMMERCE.
Chinese and European
Equal to Home
MERCHANTS.
Iron, Steel, Coal and Hardware
Merchants, Wholesale and Retail
Ironmongers, Vig Iron and Foundry,
Coke Importers, General Store-
keepers and Commission Agents
35 & 37, Hing Loong Street
(1st Street West of Central
Market), Telephone No. 515.

PHOTOGRAPHER

M. MURRAY, JAPANESE ARTIST.
Promide and Gray Enlargements and
also colouring Photos and relief Photos.
Views of China and Manila. Work
done for Amateurs; No. 84, Queen's
Road Central.

PRINTING.

"DAILY PRESS" OFFICE
Proofs read by Englishmen.

INTIMATIONS

TYPEWRITERS
CLEANED, REPAIRED, OVERHAULED

TYPEWRITING WORK UNDER
TAKEN. Charges moderate.
F. A. V. RIBEIRO
(late of the Hongkong Typewriting Bureau)
34, Queen's Road Central (Second Floor).
Hongkong, 25th October, 1905.

PURE FRESH WATER.

THE HONGKONG STEAM WATER
BOAT Co., Ltd. is prepared to supply
any Quantity of PURE FRESH WATER
to the Shipping, both for Dock and
Boilers.

Call Flag—W.
J. W. KEW,
Manager.
Hotel Mansions, 3rd Floor.
Hongkong, 8th August 1905.

NATAL LINE OF STEAMERS

THE Undersigned GENERAL AGENTS
in CHINA and JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
SOUTH AFRICA, in connection with INDO-
CHINA STEAM NAVIGATION Co.'s fortnightly
service hence to CALCUTTA. Sailings from
CALCUTTA for Cape Ports every fortnight.
For Freight and further particulars,
apply to—
DODWELL & CO., LIMITED.
General Agents for China and Japan
Hongkong, 4th August, 1898.

MITSU BISHI DOCKYARD
AND ENGINE WORKS.
NAGASAKI.

CODE WORD: "DOCK."
A.I., A.B.C., and Engineering Code Used
NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length... 722 feet.
Length on Blocks... 714 "
Width of Entrance on Top... 963 "
Width of Entrance on Bottom... 831 "
Water on Blocks at Spring Tide... 31 "

DOCK No. 1.

Extreme Length... 523 feet.
Length on Blocks... 513 "
Width of Entrance on Top... 88 "
Width of Entrance on Bottom... 77 "
Water on Blocks at Spring Tide... 24 "

DOCK No. 2.

Extreme Length... 371 feet.
Length on Blocks... 361 "
Width of Entrance on Top... 66 "
Width of Entrance on Bottom... 53 "
Water on Blocks at Spring Tide... 22 "

PATENT SHIP.

Suitable for vessels up to 1,000

THE WORKS are well equipped with

LATEST PLANTS and APPLI-
ANCES to undertake BUILDING
REPAIRING SHIPS, ENGINES, and
BOILERS, and also ELECTRICAL
WORK.

A LARGE STOCK of MATERIAL is

kept on hand.
THE COMPANY has the powerful steamer
"OURA-MARU" (712 tons, 700 H.P.)
equipped with necessary gear always ready
for service.

1175

MARTIN'S

APIOLSTEEL

PILLS

A French Remedy for all irregularities. It cures all
the ailments of the system, whether they be
of a chronic or of an acute nature. It is
the only medicine that can be taken
without any danger, and it is
the only one that can be taken
at any time, and in any place.
MARTIN, 10, SOUTHAMPTON STREET, LONDON.

APENTA

NATURAL APERIENT WATER.

Bottled at the Springs, Budapest, Hungary.

For continuous use by the Gouty,
the Constipated, and the Obese.

GOLD MEDAL,

St. Louis, 1904.

DOSE: A Wineglassful in the morning
before breakfast.

827-2

JUST PUBLISHED.

CHILDREN OF FAR CATHAY.

SOCIAL AND POLITICAL NOVEL OF
ABSORBING INTEREST.

By CHAN, I. I. LALCOMBE
(formerly of the Imperial Chinese Customs-
Service, Author of "The Mystic
Flower Land," etc.).

THE VOLUME which consists of 411
pages, and includes a Sketch Plan of
historical interest showing the disposition of
the forces at the battle of Kowloon, is dedicated
to Sir ROBERT HART, G.C.M.G., and Dr. A.
RENTS.

A description of Chinese Social Customs
and superstitions combined with the insight it
gives into political conditions in China makes
"CHILDREN OF FAR CATHAY" an excellent
volume for presentation to friends at home.
Well bound in Yellow Cloth with Chinese
Emblem in Gold.

Price... \$1.50.

Theobtainable from MESSRS. KELLY & WAHNE
LTD. Messrs. W. BROWNE & CO., of from the
Printers and Publishers, the "HONGKONG
DAILY PRESS" Office.

Hongkong, 29th April, 1906.

ON SALE.

A TABLE OF THE

RATES OF EXCHANGE AT

HONGKONG

for Demand Drafts on London on the day of
pressing the Departure of the English Mails
also Table of Yearly Approximate Averages
FOR 51 YEARS.

FROM 1854 TO 1904.

Price \$2 Cash. On Sale at the "DAILY
PRESS" Office, or Local Booksellers.

MINING WITH CHINESE.

"A white man who did it" writes to the
Glasgow Daily Record—

I was in Johannesburg, penniless. There-
fore I went to the mines to make money, and
I was the first of the "Gold City" from my feet.
Thus it was that I encountered the following
adventure, which stands out in my memory as
the most wonderful thing I have ever had—not
excepting being shelled in bivouac at night-
time when the enemy had our range.

Incidentally, it gave me an excellent oppor-
tunity of informing myself at first hand of the
conditions under which the Rand Chinese
live and work.

I had heard the more or less truthful stories
of the money to be made at rock drilling, and I
determined to try my hand at that. So I made
my way to the No. 1 mine, a mine situated
about four miles out of town, and one of the
largest employers of Chinese labour on the
Rand. Getting into conversation with some of
the miners, I managed to learn the "modus
operandi," and with the aid of a little
English I was able to sign on as a
"mining student."

The agreement I signed was in the following
terms:—
"This document serves to place on record that
I am being permitted at my own request and at
my own risk to have access to your mine and to
the works and machinery thereof, both under-
ground and on the surface, subject to the
authority of the manager and foreman of the
various departments, for the purpose of pro-
secuting my studies as a mining student, and
that I shall not in any way interfere with the
work of your company, nor shall any work per-
formed by me be construed as making me an
employee or servant thereof. I specially declare
that neither I nor my heirs nor executors have
or can have any claim for damages arising out
of any accident or accidents which may happen
to me on your company's property or in the
course of any said studies, and the company and
its directors are hereby released and held harm-
less from any such claim."

Next I procured myself with a suit of
European-made clothes, and with this
impediment proceeded at 4 P.M. to the mouth
of the shaft. Here some forty or fifty miners,
chiefly of the Chinese race, were already assem-
bled, waiting their turn to get into the cage. In the back-
ground were some 300 Chinese men and Kaffirs,
also waiting.

The Chinese seemed to be happy-go-lucky
fellows, playing pranks on each other and on
the Kaffirs, with whom they seemed to get on
very well, singing and talking generally as
they passed. It was a curious sight to look
down the shaft, and I was very anxious to
get into the cage.

Later, I made it my business to go through
their quarters. I can truthfully say that they
were comfortably housed, well fed, and quite
satisfied with their treatment. They received
good pay and spent it, few of them attempting
to save. Altogether, they struck me as being
as healthy and hearty as a body of men as
you could wish to meet.

Our turn arrived—my mate was an old miner
named Peterson, and we got into the cage with
six others. The door was shut, the bed rang,
and we descended at an amazing velocity. Our
descent was not without incident, for the shaft
transverse drive gallery from the shaft,
224 feet below the surface.

We found our gang of twelve Chinese men
waiting for us, and started to walk along a row
tunnel, carrying lighted candles in our hands.
As we went, my guide and mentor pointed out
to me the different classes of cuttings or blast-
ings, such as wine, stipes, ribs, and hangings.
When we had walked about half a mile in this
way we came to the slope where we were to
work. This was an enlargement of the drive
gallery, and it sloped down to unknown
depths so steeply that a rope was hung whereby
we swung ourselves, candle in hand, to the
other side. Having carefully deposited my top
and sandwiches in a niche in the rock, I
turned round and took stock of my surround-
ings.

Weird is not the word for it. I can only
liken it to my idea of Hades. Imagine a large
cave faintly lighted by candles held or stuck on
the rock by some nine or ten half-baked Chinese.
They looked like things of the old Pagan
era, more imposing in stature, made a very
fair picture.

Thousands of tons of rock were between us
and the surface, and the whole of this vast
depth was honey-combed with galleries, in which
blasting was going on continually; the ex-
plosions and rumblings shook the rock I stood
on, and made me cast apprehensive eyes at the
rock overhead, which was, indeed, propped up
in places.

My first night I was to do nothing but sit,
or stand, and look on; to try and acustom
myself to my surroundings, and take in as
much of the drilling as I could. Peterson set
some of the Chinese to work drilling holes on
our side, which they did with a hammer and
drill, or jumper—a species of crowbar. He
himself set up a machine driven by compressed
air. The noise of the hammering and of the
machine, the hissing of the compressed air,
the smell of exploded dynamite, and the smoky
atmosphere increased the likeness of it all to
the place before mentioned.

So the long night wore on. Towards 4 A.M.
Peterson decided to charge the holes with
dynamite, and I watched him do it. Then I
was advised to "clear out," back to the way-
come, for a hundred yards and wait for
him. Taking my candle, I crawled out of the
slope and proceeded along the gallery until I
came to a box upon which I sat, and which I
afterwards found contained dynamite and
detonators.

There I sat in the deathly-silent, narrow
passage, alone with my surroundings. The
silence was broken every now and then by the
above-mentioned rumblings, always heralded by
a sharp crack, like the single tap of a hammer
on rock, which kept my thoughts in one groove
only.

Peterson seemed a long time coming.
Could I have gone down the wrong passage?
All sorts of horrid possibilities flashed across
my nervous senses. Suddenly there was a
crash, and a few hundred yards and wait for
him. Taking my candle, I crawled out of the
slope and proceeded along the gallery until I
came to a box upon which I sat, and which I
afterwards found contained dynamite and
detonators.

Another explosion, and another, and another,
following quickly on each other. The rum-
blings and roarings were deafening. The earth
shook, the whole world was coming to an end.
I found myself on my hands and knees
crawling like a leaf, with the candle crushed in
my grasp. I struck a match, lighted what
remained of the candle, and sat down again,
realizing that if ever I got out of this fix I would
lead a better life, but led it on the surface, and
not try any more of these fool's ways of making
money—a way which I have religiously kept,
at least so far as the surface is concerned.
Peterson appeared shortly afterwards with
his satellites, and we made our way to the
cage, and in course of time I was taking deep
breaths of God's fresh air, thankful to be
once again on the surface safe and sound.

IMPRISONED IN SIBERIA.

REMARKABLE EXPERIENCE OF A YOKOHAMA
SEALER.

The story of the sinking of a Japanese seal-
ing-vessel and the imprisonment of her crew
was related to a representative of the Japan
Chronicle on Jano 21st by Captain T. R.
Thompson, an American citizen, who has just
returned to Japan after nearly two years' im-
prisonment in Siberia. Captain Thompson
narrated the story as follows:—

"On January 20th, we left Japan on board
the Japanese schooner *Kivuchi maru*, formerly
the *Dingo* of Yokohama, to go sealing. In the
event of war breaking out, we decided to hoist
the English or Danish flag, and the first news
we got of the outbreak was from a Japanese
schooner. We were in with off the coast, the news
being afterwards confirmed by telegrams we
received on March 1st. Throughout the whole
of March we had very bad weather, and it was
impossible to lower the boats, so we resolved to
turn back into the Japan Sea.

"We put into Hakodate on March 27th and
left two days later. We had a good season,
found plenty of seals, and landed 355 skins at
Hakodate on July 1st. The owner met us there,
and with a new outfit and crew we started off
north for the Sea of Okhotsk. We had got
about 200 big skins on board, besides smaller
ones, when overtaken by foggy weather about
a week on the east coast of Saghalien. Soon
after it cleared we sighted a big man-of-war,
with three funnels. At first we could not
distinguish her flag, but soon saw she was
Russian. We guessed if we all up with the
old *Diana*, and at first thought of throwing the
skins overboard, but as we knew pretty well we
would lose them anyway, we let them remain.
We hoisted the Danish flag, and having no
boats on board—they being lost—we waited to
see what would happen.

"Presently a big boat pushed off from the
Russian ship, containing about 30 men and two
officers. The Danish schooner?" they asked.
"No," I replied. "Then why did
you hoist that flag?" "Only to prevent you
sinking us on sight." After answering various
other questions I was taken on board the bat-
tle-ship to see the Commander. Then there was
more questioning, and at last the officer said:—

"The schooner will be sunk, and you are a
prisoner." I was then searched, my watch,
pocket-book, and pocket-knife taken away, and
sent below to a state-room, where I was a
prisoner with an armed sentry at the door.

"Presently I heard the winches working over-
head, and looking out of the porthole saw the
Russians at work stripping the schooner of every-
thing in her. They soon stripped her clean, the
crew (foreign and Japanese) were taken off and
then they sunk her, she going down very fast.
I was again taken up on deck and examined,
and said we were bound for Yokohama, but
had lost four boats and were looking for them
in the fog. The boats were recovered next
day, and the Russian ship then went along the
coast of Saghalien towards the north. Wireless
telegraph messages were dispatched, and two
steamers came to meet the battleship from
Nikolsk, at the mouth of the Amur. On
arrival there we were all taken ashore and sent
first of all to the military barracks. We were
marched there under military escort, and all
Russians turned out of their houses as we went
along to see the result of the great victory.
From the barracks we were sent to what we were
told was another barracks, but proved to be the
jail.

"I was at once put into a cell and stripped,
with every article of clothing was thoroughly
searched. The lining of my cap, my coat, the
sole of my shoes were all examined, and a
quantity of Japanese paper I had in my pocket
was examined with especial care, every sheet
being held up to the light to see if there was
any writing or drawing on it. Soon after I was
dressed again I saw a couple of blacksmiths
coming in my direction, with some soldiers
carrying an anvil, and was told I was to be put
in irons. My resistance was of course useless,
I was overpowered, and had irons fixed on both
arms and legs. The cell I was in was built of
wood, and swarming with vermin, and for five
nights I was in there I was unable to sleep.
Then we were put on board a barge and taken
to Khabarovka, on the River Amur, the journey
taking five days. During this journey I was
kept below in a dark and damp cabin, while the
others were allowed to walk about on deck.

"On being landed we were taken to the
military jail, and next morning I was examined
by a colonel and an interpreter. I asked why
I was a prisoner, and in irons, and was told I
was suspected of being a spy. I was then
quested about a map which had been dis-
covered, but said I knew of none, except the
ship's chart, and a map from a news paper we
had at Hakodate. Two days later I was again
asked about the map, and again denied any
knowledge of it. He also asked me if I could
tell them anything, saying that the colonel was
a very good man, and if I could give them in-
formation it would be all the better for me. I
told him that I knew nothing of any value,
but would answer any question they put to me.
Then they produced the map, which they
discovered in my pocket-book. I expressed my
astonishment, and said I was in Vladivostok
some time ago, and again denied any know-
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